

<b>Board Meeting Paper</b>		
<b>Mar 17 BM A 3.0</b>		
<b>Purpose of report</b>	<input type="checkbox"/> Decision <sup>1</sup> <input type="checkbox"/> Discussion / debate <input checked="" type="checkbox"/> Information only <sup>2</sup>	
<b>Sensitive Information?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>If sensitive, protective marking<sup>3</sup></b>		
<b>Date of Meeting</b>		16/03/2017
<b>Agenda Item</b>		A 3
<b>Report Title</b>		Board Paper: Western Route Supervisory Board
<b>Sponsor</b>		Anthony Smith
<b>Author(s)</b>		Nina Howe

## 1. Summary

Transport Focus has been invited to join the newly established Western Route Supervisory Board. The Board, part of Network Rail's response to the Shaw Report, which called for greater devolution to the network Routes, and is intended to bring 'track and train' closer together to drive improvements to the passenger experience through closer working.

The Western Route Supervisory Board is the first of its type with the intention that it will inform and shape the roll out of further Route Boards across the rail network. Transport Focus aspires to also provide representatives on the other Boards and it is worth noting that we have been invited to participate in this initiative based on our track record of evidenced- based passenger advocacy.

The Board and will be comprised of the managing directors of Network Rail Western Route, GWR and Heathrow Express and an independent chair Dick Fearn. Nina Howe, Senior Stakeholder Manager covering the Great Western network will represent Transport Focus on the Board. Meetings will take place every four weeks.

Dick Fern has agreed to come along and say a few words about the Supervisory Board at the Transport Focus Board meeting in March. Anthony Smith and Nina Howe will also be meeting Dick to discuss our input prior to the kick off meeting.

### Further Background:

#### Network Rail press release on the launch of the new Western Route Supervisory Board:

<https://www.networkrail.co.uk/feeds/track-train-and-passenger-join-together-to-deliver-a-better-railway/>

**ORR Guidance on Route Strategic Business Plans:** The ORR is changing how it regulates Network Rail, with an increasing focus on regulating each of Network Rails Route businesses, building on changes that the company is making to devolve more responsibility to its routes. They will also regulate Network Rail's national system operator separately. As part of the regulatory process each Route will produce its own Strategic Business Plan containing its plans for operating, maintaining and renewing the network, and how it intends to improve its capability and efficiency. The ORR recently consulted on its guidance on the requirements of these plans and the process for preparing them, and in it emphasised the importance of engagement with 'stakeholders', including passengers.

<sup>1</sup> If a decision is required, or you are asking for the paper to be formally noted, please set this out in section 2

<sup>2</sup> If for information only, please make clear in section 1 **why** this information is being provided

<sup>3</sup> ie **OFFICIAL/SENSITIVE:** plus COMMERCIAL / POLICY / MANAGEMENT-STAFF / PERSONAL PROTECT

<http://orr.gov.uk/consultations/pr18-consultations/consultation-on-draft-guidance-on-Network-Rails-strategic-business-plans>

## 2. Recommendations / decision required

N/A

## 3. Further details

N/A

## 4. Implications – Financial, Risk, Legal, Staffing

N/A

## 5. Background information

Description	Web Link

## 6. Equalities screen

Sometimes, an equalities impact assessment (EIA) is required for a given report, proposal or project. To help decide whether an EIA is required, a screen must be undertaken based on the information provided above. The screen seeks answers to four questions which are used to determine impact on the protected characteristics – major, minor or none (default). Please choose the correct impact value and, if **major**, link it to an explanation below.

Gender	Age	Sexual orient'n	Disability	Marital status	Political belief	Religious belief	Racial group
1. What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 equality categories?							
None	None	None	None	None	None	None	None
2. Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?							
None	None	None	None	None	None	None	None
3. To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group?							
					None	None	None
4. Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?							
					None	None	None

### Summary of **major** impacts

1	
2	

*Conclusion (the board's consideration of this paper may result in a change of conclusion)*

**Based on the information above, and having regard to the guidance below, the sponsor and author of this paper agree that (✓)**

(a) A full equalities impact assessment is <b>not</b> required	✓
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(b) A full equalities impact assessment is <b>not</b> required at this time but the impact values above suggest the matter should be kept under view during the lifetime of the project	
(c) A full equalities impact assessment is required and should be completed during the lifetime of the project	
(d) A full equalities impact assessment is required and should be completed immediately	
<b>Please provide a brief explanation of why you have arrived at this conclusion</b>	
<p><i>The proposal has little no relevance to equality of opportunity or good relations and / or is purely technical in nature and will have no bearing in terms of its likely impact on equality of opportunity or good relations for people within the equality and good relations categories.</i></p>	